northwest that the mies on waterways and rivers of the northwest serve as a check upo the railroads. The state of New York took this matter in band and into early consideration. The free canal cost New York \$40,001,802.61 all its other carals cost in round numbers \$70,000,000, The Deminier of Canada expended \$45,115,049 on the Welland canal and a few of its branches. If the state of New York and Carada are thus able to expend so much money originals, how much more should this great batton advance, and especially what is heremary, for the improvement of the Mississippi, herefring thereby 30,000,000 of people, a land presperous, which has ac great a future, and some other which requires such facilities for a projer transportation of its products. northwest that the rates on waterways and

products.
In speaking of the improvements he raid the jettles, since 1-79, have maintained the depth guaranteed, and no deficiencies have arisen since 1-82. As an instance of the good accomplished he cited the passage through the jettles of a large ocean vessel heavily laden with 10,500 bales of cotion, being the largest cargo ever going out of the close.

e river. The United States government will not ex-

being the brigest cargo ever going out of the river.

The I nited States government will not expend all the mency in one year, but by gradual appropriations seek the end looked for. While he would not recommend lavish appriations for the improvement of rivers which are nothing more than so-called streams, he will, with the most deliberate convictions of his heart, look to the interest of this great work. He wanted to see the day when the United States government, through its commission, would look with favorable consideration upon some contrivances whereby the waterways from the lakes would lead navigation to the scabbard. He concluded with thanking the convention for the manifest interest paid him. A resolution of thanks was offered Gov. Washburne for his fulthful performance of his duty as temporary chairman. The report of the committee a rules was next in order. Mr. Edward S. Jones, the chairman reported that the committee recommended the following:

1st, prayer; 2st, on permanent organization; 3d, reports of committees; 4th, reports of resolutions, and resolutions to be referred to committee; 5th, adoption of parliamentary rules of the house of representatives; 6th, speeches limited to ten minutes unless extended; 7th, each state on balletting allowed ten votes, each territory five votes, and in addition each board of trade, exchange or other commercial body, or municipal corporation one vote for every delegate accredited therefrom and present upon the floor of this body. After considerable discussion over the seventh rule, which had not been clearly understood by some of the delegates, the report was adopted. Resolutions were offered that the system in vogue new for the improvement of the Upper Mississippi and Missouri be centinued; that congress pass a bill for the improvement of the Missouri river. A vote of thanks was tendered Messrs, B. D. Wood and G. L. Wright for their faithful service upon the executive committee. A resolution of thanks was given President Arthur for his broad views expressed in his upon the executive committee. A resolution of thanks was given President Arthur for his broad views expressed in his two last measures to congress. The convention was notified that the President would be pleased to receive them at the executive mansion at 10 o'clock this morning. The convention then adjourned to meet at 12 m. to-day.

THE ONE HUNDRED.

The Anthropological society met last even-ing in the army medical muscum, Maj. J. W. Powell, president, in the chair. The follow ing gentlemen were elected to active mem bership: The Hon. John Jay Knox, the Hon. Dorman B. Eaton, the Rev. J. M. Gregory, and Messrs, Edward T. Peters, H. H. Bates, and Antol Karl. The secretary announced that the council had placed in the hands of Dr. W. J. Hoffmann, the curator, for sale, 100

opies of the proceedings of the society.

The following papers were read: 1. /Wore be Cheroke's mound buildow?" (with ex-

hibits) by Prof. Cyrus Thomas.

2. "Mind as a Social Factor," by Prof.
Lester F. Ward. Prof. Thomas sustained his
proposition by reference to the following
authorities: Prof. Lucien Carr in 1876 opened a mound in Lee county, Virginia, the con-tents of which seemed to be of Cherokee origin. In exstern Tennessee and western North Carolina Prof. Thomas has found recently, in surveys presecuted by the bureau of ethnology, mounds which sustain Prof. Carr's views. History affirms that the Chero-kees once lived much farther north than the kees once lived much farther north than the region where they were removed to Indian territory. The mounds opened by Prof. Thomas contain iron and rolled copper, which indicate their quite recent origin. The early writers on the Cherokees mention pipes and other objects of culture whose counterparts are found in the very bottom of the mounds of North Carolina and Tennessee. Prof. Thomas is an enthusiastic teacher and his process of players. tic speaker, and his papers are always listened to with great attention. Major Powell sub-stantiated the speaker's theory by the recitation of an old tradition of a great meeting of the tribes, at which the home of the Chero-kees was fixed at the headwaters of all the rivers inhabited by the other tribes.

Mr. Holmes, the artist of the bureau of ethnology, followed Prof. Thomas with the explanation of certain figures in copper and shell found in graves and mounds.

The discussion of these two papers accupied the entire evening and awakened a lively interest in all present.

The Grand Army.

An adjourned encamptment of the department of the Potemac, G. A. R., was held last evening at Grand Army hall, on the corner of Ninth and D streets northwest, The reports of committees and officers showed the department and the subordinate

showed the department and the subordinate pests to be in the most presperous condition, and the usefulness of the G. A. R. in its great field of charity, was fully demonstrated by the report of the relief committee.

During the evening Post Commander-in-Chief Paul Vandervoort, Senior Vice Commander-in-Chief and Department Commander of Misseuri Warner, Assistant Adjutant General Pesse, of the department of Misseuri, and Pest Commander wilson, of Freedonia, N. Y., were announced and cordially received by the oreampment. Comrade James W. Wisner, on behalf of the comrades of the department, presented Department. of the department, presented Department Commander 5.5. Burdett an elaborate gold Grand Army baiks, with the miniature rank hulge attanted, the stars in which are repre-

hadge attached, the state in which are repre-sented by two beautiful diamonds.

The following officers were duly installed by Gen. Europett: N. M. Brooks, department senter vice commander; Dr. S. H. McKim, junior vice commander; Florence Donoline, itselfical director; D. S. Alexander, depart-ment commander; C. H. Ingram, Burnelde s, assistant adjutant general of the

Commander Alexander announced the following appointments: Assistant quarter-master general, A. J. Gunning inspector, Comrade Mathews, nost 5; chief mustering officer, Comrade O'Connor, past 1; judge ad-vocate, Frud Mask, post 3.

RIVER IMPROVEMENTS.

Report of the Executive Committee of the Chio River Commission.

Striking Statistics of a Great Internal Commerce.

The Value of the Ohio Waterway in Cheapening Cost of Transportation.

The Enormous and Increasing Production of the Ohio River States.

There was held in this city yesterday an Important meeting of the Ohio river improvement commission, George H. Thurston, of Pennsylvania, in the chair, and John Kirkpatrick, of Ohio, acting as secretary. Resolutions were adopted expressive of the views of the commission as to the causes of the destruction of a towboat at the Davis Island dam, with the loss of several lives. The cause, in the opinion of the commission, was from the government leaving the piers without lights. As this was in violation of all precautionary regulations of the government as they apply to individuals, the commission ordered that the matter be brought to the attention of the governmental authorities. It was also recom-mended that electric lights be displayed on all piers, piles, and walls at the dam. Committees were appointed to appear be-fore the commerce committee of both houses

of congress to urge the immediate comple-tion of the dam. Complete it will require an additional appropriation of \$50,090.

George H. Thurston and Col. Walton, of Pennsylvania; John Kirkpatrick, of Ohio, and George W. Parsons, of West Virginia, were appointed a committee to represent the Ohio river improvement commission in the Ohio river improvement commission in the Mississippi convention by request of that

body.

Mr. Thurston presented the following re-

and its western tributaries, gives water trans-portation from the Gulf of Mexico to within 200 miles of the Atlantic coast and but little more of the Pacific. Refer to the cunsus of the country and see where the main torso of the nation is according to the census statistics

THE ONE HUNDRED.

Their Action at the Meeting in Metropolitical Church Last Night.

The committee of one hundred temperance men appointed to protest against the liquid or clause in the new license bill met at Metropolitical church last night. The meeting was expected that the committee of five appointed to effect a permanent organization of the United States there are 4.005, and the eight Mississippi states, and protect to congress dil not make their representations the duty of arranging a whole country is \$19,07,079,09.47. The total value of the limit of them being out the chronititee of from mississippi states, \$1,955,759,944. The total value of the limit of them being out the chronititee of from protect to congress dil not make their repress, and the even in the seven of Out of a population of 50,155,758, over capital invested in manifecturing 8-10,000,000 was invested in the seven Ohio states, and \$240,656,856 in the eight Mississippi states. Of a total \$947,953,795 of wages paid yearly for hands in factories, the Ohio river states paid \$276,716,261 and the eight Mississippi states \$71,937,072. Out of 2,749,995 hands employed in the factories of the country there were \$55,1726,761 the manufacturing establishments. in the factories of the country there were 58,1724 in the manufacturing establishments of the Ohio river states and 212,199 in those of the Mississippi. The total annual product of the manufactories of the United States, according to the census of 1889, was \$5,369,678,-191. Of this the factories of the Ohio states produced \$1,791,413,398 and the Mississippi states \$510,075,830.

produced \$1.791,413,308 and the Mississippi states \$510,075,830.

From this, it is apparent that the section of the country of which the Ohio and Mississippi rivers are the grand natural water read is the body of the nation. It appears that the seven Ohio states contain one-third of the population of the union, and the eight Mississippi states one-sixth, both aggregating quite one-half. It also appears that the seven Ohio states have 30 per ceut, of the distinctive farms, the eight Mississippi states over 20 per cent, and both aggregate over one-half of the cultivated farms of the nation, that the valuation of the farms in the seven Ohio states and the valuation of the United States and the valuation of these in the eight Mississippi states 10 per cent, and both combined being equal to one-third of the entire farm value of the whole country. That of the live stock of the nation over one-third is owned in the seven Ohio states, and over 7 ner cent in the cight Mississippi states. owned in the seven Ohio states, and over 27 per cent. in the cight Mississippi states, and in both divisions over 60 per cent. Tho consus of 1880 also shows that 35 per cent. or the farm machinery of the nation is owned in the seven Ohio states, and 25 per cent, in the eight Mississippi states or an aggregation the eight Mississippi states or an aggregation of 60 per cent. on all. That the seven Ohio states yield over one-third of the farm products of the nation, and the eight Mississippi states 25 per ceut., and both group of states combined 60 per cent. of all. Of the whole number of factories in the union, as returned for the census of 1880, there were in the seven Ohio states 35 per cent. of the whole, and in the eight Mississippi 13 per cent., or an aggregate of 45 per cent. of all the manufactories; that in the fifteen Ohio and Mississippi river states, nearly 45 per cent. of all the capital invested in manufacturing in the United States was employed, of which 33 per cent. was invested in the seven Ohio states; that the manufactories of the seven Ohio states employ over 30

in the seven Ohio states; that the manufactories of the seven Ohio states employ over 30 per cent. of the people working in factories, and the eight Mississippi states 8 per cent. the seven Ohio states paying nearly 30 per cent. of all the wages paid for labor in the factories of the union, and the eight Mississippi states 8 per cent; that of the entire factory product of the union the seven Ohio states yielded over 33 per cent, and the eight Mississippi states a little short of 10 per cent, or 43 per cent, in both groups of states combined of the entire yield of all the states. From these census statistics and per cent, comparisons it is clear that an average of from 40 to 50 per cent. of all the nation's population, agricultural wealth, manufacturing product, and productive force is located in the section of the nation to which the Ohio is a great transportation artery, and

rivers and tributaries take that course where a continually growing demand for cheap transportation will exist.

To this point there are connecting suggestions, an industrial nation augmenting in population at a marvelous rate. Our productions in manufactures as well as accombined results, have overtened the bounds of home consumption. To an increase of exportation the nation must look for that demand which will give remunerative employment to the machanical labor of the country and the agriculturist. The spirit of the principles upon which our government is founded requires that recompense for labor shall be liberal. To that end a market for preduction must be, or demand for labor fall abort of the supply and competition for daily bread reduce wages below a standard necessary to the comfort and elevation of the masses, Under over production exportation presents itself as a romody. To that end cheap and facile transportation is requisite. A glance at a map of the United States shows how the Ohio and Mississippi and their tributaries for rich cheap routes for this march to the sea and foreign markets for our products, and, not least, facilitates for the distribution of food at foreign markets for our products, and, not least, facilitates for the distribution of food at making and production was and foreign markets for our production and their rown shores. In the work to supply those markets shoundard labor will be found for our tacellantes. To be mabled to rank foreign markets for the distribution of food at foreign markets are consumptions. The care the mature of the world.

It the matural curies in the world in the mature foreign tha

Ohio and Mississippi and their tributaries furnish cheap routes for this march to the sea and foreign markets for our products, and, not least, facilitates for the distribution of food at low rates of freight to all sections, thereby reducing cost of living.

Competition has been the seal of the development of our nation. It has wrought out methods, so that in a large number of articles the cost of production has not—only cheapened the cost of living, but placed the country in a position to gather profits from the wants of other nations. In the carrying trade, as in other nations and the wind the wants of other mations of the country, competition is important. Multiplied railways have the element of competition within themselves, but the day is not without illustration how combinations maintain darrying rates thereon. A map of the United States foreibly shows how our rivers, if made fully available, would create an element of competition with railways in nearly all sections.

As faintly indicating the benefit of river transportation versus railway carriage, a few statistics of wheat transportation for the supply of a limited section of our country are here apposite. It has been estimated from census ratios that in 1800 the inhabitants of the sixteen Atlantic coast atates will require 3,000,080 tons of wheat for fixed more than they will produce. Cousus statistics shows that the Ohio river states under their increasing populations will fail to produce enough wheat for their own wants. The supply, therefore, for the Atlantic coast will have to be brought from beyond the Mississippi. The carriage of that bulk of wheat will cost for freight, transported from St. Louis, as a central point, by rail, \$54,000,000, or enough to render the Ohio navienble with air feet of water all the produce only, of \$27,000,000, or enough to render the Ohio navienble with air feet of water all the Mr. Thurston presented the following report to the Ohio commission as chairman of the executive committee, which was adopted:

GENTLEMEN OF THE OHIO RIVER COMMISSION: It is now nearly twelve years since this commission, in September, 1872, organized at Cincinnati, its proposed duties being to look after the improvement of the Ohio river and its tributaries.

The commission having met for its twelfth annual session at the capital of the nation to again present the subject matter of its purport to congress, it is not amiss to briefly review the importance of its work.

Examine a map of the United States and see how completely the Ohio and its tributaries, in conjunction with the Mississippi.

In a report to the foring the read waters of the Ohio, and the remaining 300 miles by rail, would cost but \$27,000,000, as assing in one year alone, on wheat carriage of that the only of \$27,000,000; transported by river to the capital of the nation to again present the subject matter of its purport to congress, it is not amiss to briefly review the importance of its work.

Examine a map of the United States and see how completely the Ohio and its tributaries, in conjunction with the Mississippi.

In a report on the probable commerce of tha Youghingheny river, if slackwatered, made in 1880 to the secretary of war, it is stated that there is annually shipped by rail made in 1880 to the secretary of war, it is stated that there is annually shipped by rail from the Connellsvillocoke region to points on the Ohio and Mississippi rivers about 40,000,000 bushels of coke, upon which the saving in cost of freight, if transported by water instead of by rail, would be each year \$2,000,000. If such huge savings as these are to be made in the carriage of single articles, what would they be be in the aggregate commerce of the seven Ohio and eight Mississippi states, and where could the treasury surplus, over which theorists are already advancing plans for its distribution, be better placed than in the improvement of our great water highways? It would be perhaps hazardous to say that under railway improvements they may not be able to carry cheaper than now, and obliged to do so under railway competitions, but it is not hazardous to say that under the power of combination interest in railway corporations, and natural to private capital, as high rates will always be secured, as possible. It is not hazardous to say that inder the power of combination interest in railway corporations, and natural to private capital, as high rates will always be secured, as possible. It is not hazardous to say that in improved methods of railway carriage be the cheapening of freights by rail as applied to rail transportation, that water transportation is countly susceptible of cheaper methods also

in foreign markets.

With detailed arguments on this point I do not propose to occupy your time. What I have stated has been merely to place a pin here and there in the survey of the work on which you have labored so long to indicate its nationality and importance.

To the Ohio river, the immediate district

of this commission, I venture a few para-graphs, as indicating how its commercial importance is increasing and prospectively ugmenting.

Within the boundaries of the seven states the commission represents there are, as has been stated in memorials to congress from this body, 100,000 square miles of coal. To that must now be added, as a manufacturing factor, we know not what fathomless reservoirs of natural gas, whose fuel force in man-ufacturing development is yet of unknown quantity. It is, however, sufficiently indicated alraady to show how largely it must strengthen the manufacturing ability of the seven Obio states throughout whose area it will pre-sumably, from indications, be found. In op-position to this aggregation of manufacturing force, it is worthy of especial note that Great Britain's manufacturing power and conve-quent wealth rose from but 11,000 square miles of coal alono—but 11,100 of that to whose

miles of coal alone—but 11,100 of that to whose territory the Ohio river and its tributaries give transportation.

Pre-eminently a manufacturing nation, it is certain that the mechanical population of the United States and the capital of the country, desiring manufacturing investment, will seek and occupy that section of the nation where facility for manufacturing and

where facility for manufacturing and chesp distribution of products and recepti-of insterial and food preponderates. The are sections of the union where, to some of tent, fuel force exists. There are others where water transportation facilities are. In no section, however, of the country exists in such union, manufacturing facilities. exists in such distributive capabilities by water carriage as in the seven Ohio states. In 1850 there were but 36,277 factories in the area occupied by those states, producing \$284,500,000 of manufactured articles. In 1872, when this commission organized, the valuation by the census of 1870 of the product of the factories of the saven Ohio river dues of the factories of the saven Ohio river. duct of the factories of the seven Ohio duct of the factories of the seven Onle Fiver states was \$1,408,305,555. In other words, the manufacturing facilities of those states had attracted capitol, skill, and mechanical population so largely as to have increased the manufacturing product of the section nearly one and a quarter billions of dollars, not millions, but billions. By the census of 1880 we find there are 88,707 and the tracks are secured. manufactories in the states represented this commission, producing at the prices 1879 within 10 per cent. of \$2,000,000,000 manufactured articles, with an invested cu. tal in factories of nearly \$1,000,000,000. It hardly admits of a doubt that when the Special manufacturing resources of these states have attracted such capital and produced such enormous manufacturing results in thirty years, during which the manufactur-ing industries of the country were often at contest with adverse circumstances, that the

future will show still more wonderful totals in a similar period. in a similar period.

To look after the improvement of the Ohio river and its tributaries, which are and must be the heavy burden carriers of this great wealth-producing section of the country, and remanerative laber field of its constantly swelling populations, our commission is, lies important that work is the few statistics given in this record indicate and also located in the section of the nation to which the Ohio is a great transportation artery, and from 33 to 40 per cent. of those elements of national power and wealth are the seven Ohio river states, asking through you of the government the best improvement and fallest utilization of the navigation of that river that engineering skill can produce.

To the burden capacity of railways and possible profitable routes there is a limit, as well to the investment of individual capital therein. The carrying capacity of our rivers is almost unbounded, in comparison with that of railways, and the few statistics compiled and here quoted, from the census of fine the products of the various section of the products of the various section of the products of the various section of the products of the various sections of the products of the various sections of the products of the various sections.

get- nation is to continue, and its resources leave in ne room for doubt therein, into experiation dues of products must ensure. Cheap freights erail create open mure eta, and by water carriage one of the Ohio Chraugh the Mississippi to the

create open must enable the water carriage of the Obio chrowth the Mladesippi to the guit, theap freights to toreign markets are a sured to the manufactures of the seven Obio states, if the povernment shall rise to the fullness of its duly, and provide the means to render the Obio the water road it can and should be made.

Protection to heme manufactures by the government has developed the mineral resources of the country. It has stimulated invention to multiply production and cheaper eat; attracted population, created skilled mechanics, and brought the manufacturing industry of the country to where it is ready to enter into competition, with foreign products on their own shores. In the work to supply those markets shundant labor will be found for our tacchanics. To be enabled to reach that point protection was given spained foreign labor. To enter foreign markets, the manufacturing industries of the country require the protection of cheap transportation. To give that the government must reader the rivers as available as they are susceptible of being made. From the seven Obio states the statistics quoted show that in all probability the great totk of manufactures will be furnished. Is it not apparent that to the Obio river and its tributaries governmental efforts should be promptly directed? Not only does that river by its tributaries reach the heart of the states of Tennessee, Kentucky, Illinois, Indiana, and West Virginia, but by the Allegheny reaches into New York, and by the Youghtogheny, with a small railway portage, to the Chesapsake bay, Maryland, and the District of Columbia. It puts the Alleghany mountains in water communication with the Rockies, the Oulf of Mexico.

and the District of Columbia. It puts the Alleghany monntains in water communication with the Rockles, the Guif of Mexico with the interior of New York.

In the meantime the development of the country, the growing importance in all things of the seven Ohio states; the great awakening of the western states to the importance of river improvements; the increase of population and the increasing wants of the country for transportation; the completion of the experimental work on the Ohio and some of its tributaries; the financial prosperity of the government—all now combine to place the subject of the improvement of the Ohio where the work of the full board can be most advantageously done.

In Memorium of Wendell Phillips. A well-attended meeting of gentlemen was held last night at the Bereau Baptist church to make arrangements for holding a memorial meeting testimonial to the memory of Weudell Phillips. It was called to order by Mr. John H. Brocks, who briefly but eloquonily stated its object. On motion, Hon. B. K. Bruce was called to the chair and Mr. Henry Johnson chosen sacretary. After speeches by Rev. Alexander Crummel, Rev. Frank Grinke, Mr. John F. Cook, Mr. M. M. Helland, Mr. J. W. Cremwell, Col. George Arnold, and others, it was voted to hold a memorial service on the eve of Feb. 22, place to be announced hereafter. The following

to be announced hereafter. The following named gentlemen were appointed on the committees:
Arrangements—Messrs, M. M. Holland, Dr. A. T. Augusta, Col. George M. Arnold, Wm. H. Smith, John H. Brooks, T. H. Green, Charles H. Paters.
Speakers—Messrs, John F. Cook, A. J. Auderson, Rev. Frank Grimke, Mr. D. W. Atwood, David Warner, Lowis Douglass, Archie Lewis.

wood, David Warner, Lewis Douglass, Archie Lewis.
Resolution—Rev. William Waring, Prof.
R. T. Greener, Dr. C. B. Purvis, Rev. Alexander Crammell, Prof. J. M. Gregory, Rev.
R. J. Smith, and J. W. Cromwell.*
Finance—Messre, James Wormley, Dr. Furman Shadd, Dr. John Francis, Dr. S. Lecount Cook, L. C. Bailey, William H. A. Wormley, Henry Montgomery.

The meeting was marked for its intelligence, and the indications are that the memorial services will be worthy the purpose in-

rial services will be worthy the purpose in-dicated.

The committee on speakers will meet at Mr. John F. Cook's residence this evening at 6 o'clock. The committee on arrangements at Dr. Augusta's Friday evening at 7 o'clock.

The Union Bethel.

The Union Bethel Literary association met last evening at Bethel hall. The meeting was opened with prayer by Bishop H. M. Turner. The exercises were introduced with a solo by Miss A. L. Hamer. Mr. Calvin D. Johnson Miss A. L. Hamer. Mr. Calvin D. Johnson then read a paper entitled "Some of the Things I Know." The paper was followed by a duet, "I Know a Bank," by Misses Hamer. The paper by Mr. Johnson, which contained a general criticism of the practices of the church and society, was then discussed by Mr. Brooks, R. J. Smith, Bishop H. M. Turner, Rev. W. H. Moore, Rev. W. R. Arnold, and Messrs, Scurlock, Norman, Harris, and Cook. Mr. Cook moved that the advisory board of the association take steps looking to the advisability of holding a memorial meeting association take steps looking to the advisability of holding a memorial meeting in honor of Hon. Wendell Phillips. Mr. J. W. Cromwell stated that such steps had been taken by another meeting. The motion was seconded by Mr. Douglass and carried, and the matter was referred to the advisory board of the association.

The Church of Our Father. Lovers of music should not miss the concert to-night at the Universalist church, corner of Thirteenth and L streets. A most excellent programme will be given by such talented artists as Mrs. Kaspar, Mrs. True, Mrs. Fengar, Miss Prall, Miss Lucas, and Messrs. Kaiser and Knoop. Mrs. Fengar is known as a skillful violinist, and will make her first public appearance in this city as a soloist on that difficult instrument. She will be seconded by the musical prodigies Misses Prall and Lucas, who give promise of becoming famous performers. Messrs. Waldecker and Beckel are the accompanists, and the vocal quartetto—composed of Messlames Kaspar and True, and Messrs. Knoop and Kaiser, which will render some of its best selections—is one of rare excellence. Each one of the performers is an artist, and the names are a sufficient guarantee of the excellence of the performance. programme will be given by such talented lence of the performance.

Gov. Pattlson's Mother Dead. Mrs. Catherine P. Pattison, mother of Gov Pattison, of Pennsylvania, died yesterday morning at the residence of her son-in-law in Alexandria, aged 58 years. She was the granddaughter of Col. Thomas Woolford, of Cambridge, Md., who commanded the Mary-lant line in the revolution. Gov. Pattison was with her in her last illness and at her death. Her remains will be taken to Cambridge for interment.

Y. M. C. A. Meeting. The young men's meeting this evening will be led by H. B. F. Macfarland at 7:15, and immediately after the literary society will have a general debate. Young men are welcome to both of these meetings.

LADIES' AMERICAN WATCHES Highly finished and accurately adjusted movements, eased in 18-karat gold in the best style.

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Will be pleased to send an assortment of these Watches for selection to any one known to the house or furnishing reference. Each Watch is guaranteed to be satisfactory, and if not so may be

W. H. HARROVER, SIS NEVENTH STREET N. W. STOVES, FURNACES, & BANGES,

Refrigerators and Coolers. REPAIRING PROMPTLY ATTENDED TO,

LOCATION OF HIS NEW STORE

With as little delay as possible, and to that end has decided to offer for the remaining days of this week the following

UNPRECEDENTED BARGAINS IN GROCERIES! SUGARS.

PUBE STANDARD GRADES Cat Loaf, Hi pounds for 10c.; Granulated, 10 pounds for 80c., "A," 10 pounds for 80c.; Extra "C," 10 pounds for 70c.; Yellow "C," 10 pounds for 65c. FLOUR.

"Silver King," "Surprise," "Ceres," "Superlative," "Reliance," "Sterling," "Crystal," "Golden Hill," "Garm," &c., &c., at a reduction of Like, per sack, from former prices, CANNED GOODS.

Standard Tomatoes, large size, 12 cans for \$1; Suzar Corn, 12 cans for \$1.10; Standard Peaches, large cans, 6 cans for \$1.10; Funcy Grades of Peaches, at a reduction from former prices of 4c, a can.

Geomics French Prones, 9 pounds for \$1; Evaporated Peaches, fancy, 3 pounds for \$5c.; Evaporated Apples, fancy, 6 pounds for the,; Bright San Dried Peaches, two grades, 5 pounds for \$1 and 6 pounds for \$1. Boy quick, as we cannot granulate to continue these prices after this week.

ELPHONZO YOUNGS,

NEW STORE.

428 NINTH STREET, BETWEEN D AND E STREETS.

P. S. ANOTHER SHIPMENT OF OUR CELEBRATED ENGLISH PLUM PUDDING JUST RECEIVED.

OUR UNEQUALED STOCK

FINE CLOTHING For Men and Boys

IS IMMENSE, ELEGANT, FRESH, AND VERY CHEAP.

THE PUBLIC

Appreciate these facts, and are buying our goods freely. Every careful buye will inspect our stock when in want of CLOTHING.

ROBINSON, PARKER & CO.,

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Minter Goods.

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FINE SHOE PARLOR,

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937 Pennsylvania Avenue,

Near Tenth Street.

The Oldest and Largest Music House in the City. Established 1852.

WEBER PIANOS,

Sheet Music and Musical Instru-ments of All Kinds.

MOCKBEE & CO.,

Dealers in Ladies', Gent's, Misses', and Children's

FINE BOOTS AND SHOES

Corner F and Twelfth Sts. N. W.

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DEALER IN FINE

Fashionable Furniture!

317 and 319 SEVENTH STREET,

AND 633 LOUISIANA AVENUE.

In my stock can be found the most attractive Presents and Gifts for the Hollday Season. No gift

can give more satisfaction to your friends or comfort to your home than a well-made, beautiful piece of

Furniture; and in the large lot of Brackets, Desks,

Easy Chairs, Cabinets, Music Stands, Mantel and

Pier Mirrors, Rugs, Carpets, &c., to be found in my warerooms no difficulty can be had in making au

The highest economy and the best sense is always

Openings on three atrects-317 Seventh Street.

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533 Louisiana Avenue, and 634 D Street northwest.

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